

DATE 2327Z 10 JUN 63

TOP SECRET

1	4
2	5
3	6

TO DIRECTOR 25X1A

FROM [REDACTED]

ACTION: OSA (1-15)

INFO: S/C (16)

Man file

OPERATIONAL IMMEDIATE

TOR 0006Z 11 JUN 63

25X1A

25X1A

25X1A

IN 79262

TO

OPIM [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

6983

TO [REDACTED]

SUBJECT: INTERROGATION OF [REDACTED] BY [REDACTED]

[REDACTED] AT BURBANK ON 9 JUNE 1963

1. INTERROGATION OF [REDACTED] CONDUCTED IN [REDACTED] FACILITY BURBANK, UNDER SUPERVISION OF [REDACTED] [REDACTED] PRESENT. [REDACTED] ASSISTED BY [REDACTED] IN POSING QUESTIONS AND SOLICITING INFORMATION FROM [REDACTED] IN ORDER TO EXPEDITE PROCEDURE AS OPPOSED TO PROLONGED SERIES OF SHORT SESSIONS UNDER HYPNOSIS [REDACTED] DECIDED TO ADMINISTER SODIUM AMYTAL. [REDACTED] ALSO PRESENT. [REDACTED] RESPONDED WELL AND FURNISHED SOME SIGNIFICANT ITEMS OF INFORMATION. THESE ITEMS ESSENTIALLY AS FOLLOWS:

A. VERIFIED THAT INCREASE IN MACH NUMBER DURING THE TURN TO VALUE OF 1.05 BEGAN AFTER [REDACTED] INITIATED GRADUAL CLIMB TO AVOID GOING INTO CIRRUS CLOUDS. THIS FACT TENDS TO CONFIRM OUR SUSPICION REGARDING PLUGGING OF PITOT TUBE DUE TO ICE OR OTHER CAUSE.

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

T O P S E C R E T

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██████████ 6983 (IN 79262)

PAGE TWO

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B. ██████████ DEFINITELY VERIFIED THAT INDICATED AIRSPEED INCREASED CONCURRENT WITH INCREASE IN MACH NUMBER AND KEAS. THIS FAIRLY WELL ESTABLISHES THAT BOTH SIDES OF PITOT PROBE WERE PLUGGED. THIS ALSO RATIONALIZES TO CONSIDERABLE DEGREE ██████████ JUDGMENT THAT AN AIRSPEED SYSTEM ERROR WAS CAUSING HIS DIFFICULTY.

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C. THROUGHOUT THE INTERROGATION THE QUESTIONS OF FUEL FLOW AND ENGINE RPM WERE RAISED. IT IS EVIDENT FROM THE RESPONSES THAT ENGINE FUNCTIONING WAS NORMAL THROUGHOUT AND WAS NOT A FACTOR.

2. BOARD TO RECONVENE 11 JUNE TO REVIEW RESULTS THIS EXERCISE. HOPEFULLY PROCEEDINGS AND REPORTS COMPLETED BY END DUTY DAY 13 JUNE.

END OF MESSAGE